BY ORDER OF THE COMMANDER, 18TH WING (PACAF)

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Flying Operations

E-3/TC-18 OPERATIONS PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

OPR: 961 AACS/CC (Lt Col Guy J. Wills III)
Certified by: 18 OC/CC (Col Douglas R. Cochran)
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This supplement prescribes the operating policies, procedures, and restrictions for all aircrew members operating E-3 aircraft and mission equipment from Kadena AB, Japan.

SUMMARY OF REVISIONS

This revision incorporates procedures formerly published in MCR 55-33, Chapter 6, 18 WG Sup 1, 23 Dec 93. Highlights of changes are as follows: Mission planning and briefing guides are added as attachments 1-9. Minimum crew turn time and post flight down time for consecutive sorties is defined. The ART or CDMT will obtain the CAMS printout on mission planning day. The ORC will maintain aircraft forms kits. FCIF GO/NO-GO procedures are further defined. The AC/MCC of a deployed crew is responsible for maintaining the deployed FCIF Volume I, Part B. Requisites for visiting aircrew members are defined. P-sorties can be flown without a CSO or CT, provided a flight crewmember has documented communications training. Required flying clothing and equipment is specified in attachment 16. Reflective belts are required during periods of darkness/reduced visibility on the flightline. Mode 4 check procedures are defined. Peacetime operations within 25NM of a prohibited area and 50 NM of a potentially hostile border are limited to 1 hour or less. Bingo fuel requirements for overhead Kadena are increased. Conditions for re-computation of TOLD data is included. Airborne emergencies must be reported to the 961 AACS Safety Office within 24 hours. Fuel dumping will be IAW 18 WGI 13-201. Training requirements for copilots flying in the left seat are defined. Transition training will not be conducted when crew duty day exceeds 12 hours. Requirements for clear water rinses and "bird bath" procedures are outlined. Pilot weather minimums are defined. Mobile 8 ATC procedures are defined. Sensor correlation procedures are specified. SATCOM is the primary means of obtaining maintenance assistance while airborne. Duty crew requirements and limitations are defined. New or significantly revised material is indicated by a (|).

AFI 11-2E3/TC-18, Volume 3, 1 October 1998, is supplemented as follows:

Chapter 6 (Added)

E-3 LOCAL OPERATING PROCEDURES

6.1. (Added) General: This supplement is not intended to be a single source document for procedures contained in other directives or instructions. This supplement will be distributed to and maintained by those aircrew members assigned to carry AFI 11-2E3/TC-18, Volume 3, and will be maintained in the unit's FCIF.

6.2. (Added) Waivers. The procedures and requirements contained in this document will not be waived or changed unless approved by the 961 AACS/CC or DO as appropriate, or an aircraft emergency or operational necessity dictates exceptions. Waivers will be routed through 961 AACS/CCV.

6.3. (Added) Recommended Changes. Recommended changes to this document will be submitted on AF Form 847, **Recommendation for Change of Publication**, and forwarded to 961 AACS/CCV.

6.4. (Added) Mission Planning.

6.4.1. (Added) The scheduled mission planning time is posted on the scheduling board and takes priority over other duties. Crewmembers should not schedule other duties that conflict with mission planning times. All crewmembers scheduled to fly will attend mission planning unless excused by the AC or MCC.

6.4.1.1. (Added) All passengers, or a designated representative, will report to the scheduled mission planning summary briefing, unless absence is coordinated with the AC.

6.4.2. (Added) Mission Planning Briefings. Briefings will be conducted IAW applicable attachments 1 through 9 of this instruction.

6.4.2.1. (Added) Objectives, SPINS, and applicable training rules will be briefed to the crew prior to employment for exercise sorties.

6.4.2.2. (Added) Pilot-controller briefings will be IAW AFI 11-214, *Aircrew, Weapons Director, and Terminal Attack Controller Procedures for Air Operations.*

6.4.2.3. (Added) A Ground Liaison Officer (GLO) will be scheduled to support pilot-controller briefings for all local sorties. Briefings not accomplished by the weapons section prior to flight will be obtained by the GLO (face-to-face, via telephone, or FAX) and relayed to the E-3 mission crew.

6.4.2.4. (Added) Threat of the Day and Rules of Engagement Training briefs will be conducted during mission planning summary brief. Not required for P-Sorties or Operational Check Flights (OCF).

6.4.2.5. (Added) Missions conducted within ROK airspace require "Prevention of Inadvertent Overflight" (ACCR 60-8, Buffer Zone) brief. This brief may be conducted during the mission planning summary brief provided the mission is flown within 24 hours. If the mission is not flown within 24 hours, conduct the briefing during the step brief.

6.4.2.6. (Added) The AC and MCC will brief the DO, ADO, or CC on the scheduled mission after the mission summary brief using the guide found in attachment 17. Afterwards, the AC/MCC will put the filled-in briefing guide on the mission/flight clipboard at the squadron ORC.

6.4.3. (Added) Mission Timing. Do not plan consecutive sorties with the same aircrew or select aircrew members with less than 16 hours turn time from landing to subsequent takeoff unless required to meet

mission taskings and approved by the squadron CC, DO, or DETCO. Crew rest requirements must be met.

6.4.3.1. (Added) If a crew or individual flies three consecutive sorties with minimum mission turn time, they will be given at least 36 hours off prior to their next takeoff. Mission requirements may necessitate less than 36 hours time off, and CC, DO, or DETCO approval is required. The AC and MCC will monitor the crew and consider the impact of fluctuating take-off times, multiple time zone changes, etc., on circadian rhythm. The final authority on whether the crew is fit to fly rests with the AC.

6.4.4. (Added) Crew Rest/Flight Duty Period. Crew rest requirements and maximum flight duty periods are IAW AFI 11-202, Volume 3, *General Flight Rules*. In all instances, individual crewmembers are responsible for obtaining adequate crew rest for the mission. Any conditions hindering crew rest should be brought to the attention of the AC/MCC as soon as practical.

6.4.5. (Added) Aircrew Responsibilities. During mission planning, crewmembers will read/review and initial all items contained in FCIF Volume I, Part C and Safety Volume V. On the PACAF Form 329, **Flight Crew Information Card**, crewmembers will certify knowledge of the latest FCIF Volume I, Parts A and B, and receipt of latest publications. On the request for flight orders, crewmembers will initial in the Read File Coordination Block to certify they have reviewed all items in FCIF Volume I, Part C and Safety Volume V, and their personal data pertaining to flight duties is correct (e.g., name, rank, and duty position).

6.4.6. (Added) Whenever possible, the ART or CDMT will retrieve the CAMS printout from the C-Flight CAMS terminal prior to the mission prebrief. This printout will be placed in the FCIF room for review by the CDMT and CT, and briefed during the mission summary brief. The ART is responsible for ensuring the aircraft history log book is carried on board the aircraft for all mission sorties.

6.4.7. (Added) On mission planning day, the CDMT will turn in 961 AACS/DOM Form 1 to DOM (COMSEC vault). DOM will sign with date and time of receipt. On the day of the flight, the CDMT will inventory and sign for the Removable Media Assembly (RMA) either before or after the step brief.

6.4.8. (Added) The aircraft forms kit(s) will be maintained by the ORC and will contain forms required during the mission. The AC and MCC will ensure sufficient copies of required forms are available in the kit(s) and designate a crewmember to carry the kit(s) on the mission. Mission-essential forms required for individual crew positions will be obtained by that crewmember from the forms cabinet located near the FCIF library. The ORC is POC for the contents of the aircraft forms kit(s) and all 18th Wing forms.

6.4.9. (Added) Customs requirements should normally be arranged during mission planning. The AC will ensure customs procedures are properly carried out and will consult FLIP, etc., for all customs information.

6.5. (Added) Aircrew Operating Procedures.

6.5.1. (Added) Command and Control. The 961 AACS exercises command and control of E-3 resources through the 18th Wing Command Post (call sign "Keystone") in conjunction with the squadron ORC (call sign "Fireside"). The Commander, Pacific Air Forces (COMPACAF) has OPCON of PACAF-based E-3s IAW PACAF Instruction 10-702, Volume 1, *(S)E-3 AWACS Employment(U).* COMPACAF has delegated OPCON to the Commander, Fifth Air Force (5 AF/CC). When operating outside the 5 AF area of responsibility (WESTPACNORTH), TACON will be passed to the appropriate Numbered AF Commander.

6.5.2. (Added) FCIF GO/NO-GO Procedures: Each crewmember will certify knowledge of all applicable FCIF items IAW paragraph 6.4.5 of this instruction. Crewmembers will review the latest FCIF, read file items, and personal publications folder to ensure no new information was posted since mission planning was accomplished. After review, crewmembers will ensure the "green name" is displayed on the PACAF Form 329. The crewmember will also initial in the space provided immediately to the right of "DUTY POSN" under the column labeled "INITIALS" on the record copy of the flight orders to certify:

6.5.2.1. (Added) Required publications are current.

6.5.2.2. (Added) Personal information on the flight orders is correct.

6.5.2.3. (Added) To ensure add-on crewmembers are not DNIF, a copy of the Aircrew Status Report will be maintained in the ORC. The AC/MCC will check the report before adding a crewmember to the flight orders. If a crewmember is removed from the flight, the AC will line through the name on the flight orders and initial the deletion. Under extenuating circumstances (i.e., late shows, DVs), the AC may certify, by initialing the flight orders, for the absent crewmember. The AC/MCC is responsible for ensuring crewmembers are briefed on the latest FCIF items. The AC will also certify for support personnel on flying status who report directly to the aircraft.

6.5.2.3.1. (Added) When deploying, the AC/MCC will ensure the deployed FCIF containing Volume I, Part B, is obtained from CCV and maintained at the deployed location. New material will be sent via fax or e-mail and posted in the deployed FCIF by the AC or a designated crewmember. If fax or e-mail is unavailable, the AC may be briefed over the phone and pass the information to the rest of the crew verbally. The AC/MCC is responsible for returning the deployed FCIF upon completion of the deployment. While deployed, the AC, MCC, and DETCO will determine flight deck and mission crew briefing requirements.

6.5.2.3.2. (Added) When OPCON is transferred to another command, all crewmembers are responsible for reviewing the applicable host unit read files, FCIFs, etc. If a conflict is found between host unit and home unit guidance, this should be identified to the DETCO or applicable OG/CC. If the conflict cannot be resolved, follow the most restrictive guidance that ensures flight safety.

6.5.2.3.3. (Added) On deployments where new flight orders are not generated for each mission, the AC/MCC will ensure a copy of the original flight orders is available for crewmembers to initial before each flight. The AC will verify the orders before flight to ensure it accurately reflects crew manning. One copy of the initialed orders will be left with a responsible agency such as Base Operations or Transient Alert.

6.5.2.4. (Added) **Visiting Aircrew Members.** Visiting aircrew members are those personnel currently on active aeronautical orders in another MDS or are positionally qualified on the E-3 but not assigned or attached to the 961 AACS for flight duties. Visiting aircrew members will initial the record copy of the flight orders IAW paragraph 6.5.2 above and write the number of the latest FCIF Volume I, Part A to the right of their initials to certify:

6.5.2.4.1. (Added) They are not DNIF.

6.5.2.4.2. (Added) They have accomplished a review of FCIF Volume I, Parts A and B, and Volume V.

6.5.2.4.3. (Added) They are current in all applicable training events and aircrew requirements.

6.5.2.4.4. (Added) Personal information on the flight orders is correct.

6.5.2.4.5. (Added) Prior to flying, visiting aircrew members must provide the ORC proof of currency via AFORMS or with a copy of their current AF Form 1042, **Medical Recommendation for Flying or Special Operational Duty,** and a copy of AF Form 1274, **Physiological Training (Altitude Chamber)**. Crewmembers who are unable to provide proof of currency will not be allowed to perform aircrew duties or log time on AFTO Form 781, **AFORM Aircrew/Mission Flight Data Document** and must fly as passengers.

6.5.3. (Added) Crew Manning. Minimum crew manning requirements are listed in paragraph 3.2 of this instruction.

6.5.3.1. (Added) **P-Sortie Manning.** Pattern-only P-Sorties require a communications crewmember (CSO, CT, or ACS), or a member of the flight crew who is trained to fly without a communications crewmember. This training will be conducted by the 961 AACS/DOT and will be documented in the individual's training record. All other P-Sorties will have a communications crewmember on board.

6.5.3.2. (Added) Normal crew manning requirements are listed in 961 AACS OI 55-4, *Aircrew Scheduling and Leave*. All deployment sorties will have a CSO or CSO qualified ACS aboard. The CSO will carry the aircraft history logbook on all deployment sorties when no technicians are on board.

6.5.4. (Added) Minimum Equipment. Minimum equipment normally required for operation of the E-3 and its systems is contained in AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting.* On T-3G missions (local training sorties), the E-3 may assume or maintain on-station status for weapons control if the primary radar is inoperative, but the IFF system is functioning. The MCC will coordinate with the ASO and SD to ensure the IFF system is adequate for aircraft control. The MCC will obtain approval from the CC/DO during these situations. All applicable directives to include ROE and AFI 11-214 must be followed. On sorties where surveillance is the primary mission, an operational radar is required.

6.5.5. (Added) Flying Clothing/Equipment. All aircrew members will wear or carry the minimum clothing requirements as outlined in attachment 16 of this chapter. Equipment must be in good repair and operable.

6.5.6. (Added) Flight Line Safety. All personnel will use hearing protection any time excessive noise requires individuals to raise their voice to carry on a normal conversation. Crewmembers will wear reflective belts while walking on the flight line during periods of darkness or reduced visibility, including transiting to/from the crew bus and aircraft.

6.5.7. (Added) Mode 4 Checks. In-flight Mode 4 checks will be accomplished, resources permitting. The flight crew may contact the 623 ACS (634-5519) or MACS 4 (636-2760) on mission planning day to coordinate a frequency and timing for the check or attempt to get one from an airborne source. If the check fails and Mode 4 is not essential to mission accomplishment, the mission may continue.

6.5.8. (Added) Aircraft Position Monitoring. Peacetime operations within 25NM of a prohibited area and 50NM from a potentially hostile border will normally be limited to intervals of less than 1 hour.

6.5.9. (Added) Aircraft Cleanliness. Only spill-proof containers are allowed for consumption/ storage of liquids of any kind at the mission/technician consoles. Open-top containers are only authorized in the galley and passenger areas. Use of tobacco products on board the E-3 while in flight or on the ground is prohibited.

6.5.10. (Added) Simulated Emergency Procedures while on station during operational missions will be accomplished on a non-interference basis at the AC's discretion.

6.6. (Added) Flight Crew Operating Procedures.

6.6.1. (Added) Fuel Requirements and Bingo Fuel. Plan to arrive at the Kadena AB, High IAF with a minimum of 33,000 lbs. of fuel (1 hour, 15 minutes holding prior to reaching 18,000 lbs. of fuel). If AFI 11-202, Volume 3 and MAJCOM directives require an alternate, or if crosswinds are forecast in excess of 25 knots on a dry runway or 15 knots on a wet runway, then a suitable alternate will be determined IAW attachment 11. Sorties will not be flown below alternate divert bingo fuel (or below 33,000 lbs. in the local area) unless approved by the senior flight supervisor (SFS). When an alternate is required, the AC will relay intentions to the SOF/SFS.

6.6.1.1.1. (Added) Northern Air Defense Sector (NADS) Fuel Clearance Policy. NADS missions normally have refueling scheduled for approximately 4.5 hours (+/-30 minutes) after takeoff. To ensure a safe recovery for a divert, the forecast weather must meet alternate requirements IAW AFI 11-202,Volume 3 and MAJCOM directives. For NADS missions, plan a missed A/R alternate based on the following priority.

6.6.1.1.1. (Added) Yokota AB will normally be the primary missed A/R alternate. If Yokota AB is not suitable, use Misawa AB after reviewing the current weather and availability of parking, security, and transient alert support. Use Osan AB if Yokota AB and Misawa AB are not suitable. In the event none of these alternates are suitable, Kadena AB will be the missed AR alternate with appropriate fuel reserves taken into consideration. In this situation, bingo for Kadena AB may be encountered prior to the scheduled ARCT and RTB to Kadena AB is required.

6.6.1.1.2. (Added) After A/R is complete, normal off-island fuel clearance procedures will apply. If the full off-load is received, NADS missions usually arrive overhead Kadena AB with off-island capability.

6.6.1.2. (Added) These policies allow flexibility should the tanker be delayed. When it becomes clear that an ops stop is required, immediately notify the SOF/ORC. Use of intermediate agencies to relay information is discouraged because of possible confusion and should only be utilized as a last resort.

6.6.2. (Added) Diversion Instructions. Command-directed operational emergency diverts are handled IAW PACAFI 10-702, Volume I, Chapter 8. Should the AC need to divert for weather or safety reasons, the following apply:

6.6.2.1. (Added) Pilots will use Osan AB, Yokota AB, Misawa AB, Futenma MCAS, or Andersen AB (see attachment 11) as primary weather divert bases. Selection will be commensurate with airfield status and fuel on board (see attachment 12).

6.6.2.2. (Added) After landing, the AC or MCC will contact the 18th Wing Command Post (DSN 634-4274/2399) and provide the information on the Mission Activity Report. During normal duty hours, flight information, aircraft status, and disposition of crew should be passed to the ORC and CC/DO/SOF. If unable to contact 18WG Command Post, contact 5 AF Command Post (DSN 225-2536/9905).

6.6.3. (Added) Takeoff/Landing. Noise abatement procedures are strictly enforced at Kadena AB. Refer to 18 WGI 13-203, *Kadena AB Noise Abatement Procedures*, for quiet hours and restrictions to multiple approaches and touch and go landings.

6.6.3.1. (Added) **Aborts.** If a takeoff cannot be accomplished within a reasonable time (normally 3 hours) due to maintenance, weather or other problems, the AC will notify the CC/DO/SFS or designated representative to ascertain the practicality of continuing the mission.

6.6.3.2. (Added) Takeoff and Landing Data (TOLD). The flight engineer and pilots will verify whether the TOLD computed during the mission planning is still valid for use the day of the flight (i.e., it has not changed due to weather conditions, gross weight, or other factors). Recomputation of TOLD due to weather changes (i.e., wind gusts, that occur after engine start) need only be conducted if performance decreases. Refer to T.O. 1E-3A-1-1 for additional guidance.

6.6.4. (Added) Airborne Emergencies. The AC will notify the SOF/SFS as soon as practical after an emergency or hazardous condition is discovered. Aircraft safety will not be compromised. Aircrews who declare an emergency with an air traffic control facility or accomplish an emergency procedure will contact the 961 AACS Safety Office within 24 hours to accomplish required reporting. When operating away from Kadena, contact the host base safety office.

6.6.4.1. (Added) **Bird Strike.** Aircrews experiencing bird strikes, regardless of the severity, will report the event to the tower, RAPCON, other controlling agencies and the SOF/ORC or local command post. Report bird strikes to the appropriate safety office IAW paragraph 6.6.4.

6.6.5. (Added) Alternate/Manual Landing Gear Extension Procedures. The FE will annotate accomplishment of this procedure in the AFTO Form 781. During the maintenance debrief, the FE will ensure maintenance personnel are aware the procedure was performed.

6.6.6. (Added) Fuel Dumping. Fuel dumping will be accomplished IAW 18 WGI 13-201, *Air Traffic Control/Airfield Management*, Chapter 5.

6.6.6.1. (Added) If the aircraft is directed to land immediately, ensure directions given are clearly understood between the SOF/SFS and the AC. The criteria in 18 WGI 13-201, paragraph 5.2.1.1, must also be met. If these criteria cannot be met, the AC should use other means of reducing gross weight.

6.6.7. (Added) Transition Training.

6.6.7.1. (Added) Transitions, to include low approaches, touch and go's, and simulated emergency work, will be conducted IAW chapter 4 of this instruction. Transitions are allowed with the following personnel on board:

6.6.7.1.1. (Added) Senior operations group or wing leadership (CC, CV, CD).

6.6.7.1.2. (Added) Qualified E-3 crewmembers from other organizations (7 AF, 5 AF, 390 IS, 962 AACS, 552 ACW).

6.6.7.1.3. (Added) 18WG flight surgeons who have completed written testing and currency requirements.

6.6.7.1.4. (Added) Personnel from other MDS aircraft on aeronautical orders.

6.6.7.2. (Added) Transition training will not be conducted when the crew duty period, including transition, exceeds 12 hours.

6.6.7.3. (Added) When mission crew will be deplaned for the continuation of transition, the AC will coordinate the process with the SOF and maintenance. The ORC will coordinate transportation for the mission crew. If numerous personnel and/or a significant amount of baggage are to deplane, follow procedures in paragraph 3.12.3 of this instruction. Run all checklists needed to comply with the T.O.

6.6.8. (Added) Copilot Training.

6.6.8.1. (Added) Copilots will not fly in the left seat until they have met the following requirements:

6.6.8.1.1. (Added) One year experience as a copilot.

6.6.8.1.2. (Added) Accomplish at least one sim in the left seat (documented in training folder).

6.6.8.1.3. (Added) Briefed with IP/AC covering left seat normal/emergency procedures per T.O. (documented in training folder).

6.6.8.2. (Added) Copilots meeting the above requirements will not fly in the left seat without a qualified IP/Flight Examiner in the right seat. Copilots will not accomplish simulated three-engine training until requirements of tables 4.1 and 4.2 of this instruction are met and noted in the individual's training folder.

6.6.9. (Added) Downgrading a Red X for One Time-Flight.

6.6.9.1. (Added) To clear the Red X on the AFTO Form 781A, **Maintenance Discrepancy and Work Document**, the Chief of Maintenance (MA), or a representative authorized to downgrade Red X conditions, will enter in the corrective action block a statement as follows: "Red X changed to Red Dash for the purpose of one-time flight to (Destination Station)" and, if applicable, "with enroute stop at (name station)." If the MA/designated representative is not available to sign the "Inspected By" block, continue the corrective action statement: "One-time flight authorized by (Name, Rank, Title, Org)."

6.6.9.2. (Added) If the aircraft is located off-station, the AC will contact the home station MA/designated representative to obtain verbal approval over the phone. The AC will then sign the "Inspected By" block and initial the "Symbol" block. In the next open block of the AFTO Form 781A, enter a Red Dash in the "Symbol" block and current date in the "Date Disc" block. In the "Discrepancy" block, enter the original discrepancy with a descriptive statement of temporary repair or inspection accomplished to make the aircraft airworthy for a one-time flight. Also, enter restrictions to normal flight operation of systems/equipment such as gear operation, pressurization, altitude, or airspeed limitations. Sign the "Discovered By" block (normally, the same person that downgraded the Red X).

6.6.9.3. (Added) Upon completion of the AFTO Form 781A documentation, the AFTO Form 781H, **Aerospace Vehicle Flight Status and Maintenance Document**, Block 9, will be updated to reflect Red Dash status in the next open "Status Today" block and to obtain exceptional release signature using normal procedures.

6.6.9.4. (Added) When the aircraft arrives at the destination, the AC will ensure the downgraded discrepancy is entered in the next open AFTO Form 781A, **Maintenance Descrepancy and Work Document,** block on a Red X symbol.

6.6.10. (Added) Clear Water Rinses.

6.6.10.1. (Added) E-3 aircraft at Kadena will be clear-water rinsed IAW T.O. 1-1-691. The rinse will be accomplished whenever more than one approach is performed in a single day, or every 30 days. If approaches have not been conducted, the aircraft requires a rinse after the fifth flight in a 15-day period.

6.6.10.2. (Added) The AC will taxi to the "bird bath" and wash the aircraft by taxiing through the wash rack. Flaps will be raised and spoilers lowered after clearing the runway (per after-landing checklist) to prevent inadvertently transmitting a hijacking signal to ground personnel. Lower flaps and raise spoilers prior to entering the wash rack in order to flush the maximum amount of area. Once completed, reconfigure flaps and spoilers IAW the after-landing checklist while taxiing to parking.

6.6.10.3. (Added) If possible, the AC will be in contact with the SOF while taxiing through the wash rack. The SOF will normally align the SOF truck with the center of the line to aid with taxiing. Wash cycle is approximately 72 seconds. Refer to 18 WGI 13-203, *KAB Noise Abatement Policies and Procedures,* for operating hours. Any other usage or requested times shall be approved by the 18 OG/CC through coordination with the command post. Caution should be exercised while taxiing throughout the Navy ramp.

6.6.11. (Added) Weather Minimums.

6.6.11.1. (Added) **Category A Weather Minimums.** Pilots with 150 hours as a CMR AC and are certified by the squadron commander (in the member's training folder) may have weather minimums of 200 ft ceiling and ½ mile visibility or published minimums (whichever is higher) to start a published straight-in or sidestep approach or en route descent.

6.6.11.2. (Added) **Category B Weather Minimums.** CMR ACs who do not meet Category A criteria will use 300 ft ceiling and 1 mile visibility or published minimums, whichever is higher. This certification will also be posted in the member's training folder. Category B minimums can be waived to Category A minimums by the 18 OG/CC/CD, or if OPCON to another command, the appropriate OG/CC/CD.

6.6.11.3. (Added) Take-off weather requirements are the same as approach minimums (Category A or B, dependent on the certification of the AC/IP). Low visibility (RVR only departures) are not permitted.

6.6.12. (Added) Mobile 8 ATC Procedures.

6.6.12.1. (Added) In order to improve ATC service and decrease confusion between Naha ARTCC and flight crews, all IFR flights into Mobile 8 airspace must annotate the applicable PACMARF ALTRV RSVN NBR in the remarks section of DD Form 1801, **DoD International Flight Plan**.

6.6.12.2. (Added) To facilitate the desired clearance, flight crews should use the following terminology: "Call sign, IFR to Mobile 8, clearance on request." When approaching Mobile 8, and in communication with Naha ARTCC, reference the applicable PACMARF ALTRV number to request clearance to delay in Mobile 8. Be sure to advise Naha upon accepting MARSA. Aircrews can expect Naha ARTCC to issue clearance to operate in the area and check off frequency.

6.7. (Added) Mission Crew Operating Procedures.

6.7.1. (Added) Sensor Correlation.

6.7.1.1. (Added) The SD will normally complete a correlation check (radar/IFF) with an appropriate ground agency as soon as practical after sensors are declared operational. If the surveillance section performs a correlation check with a ground agency for on-station, that correlation check can be used for control of aircraft provided the correlation check is within 2NM.

6.7.1.2. (Added) If the SD or the surveillance section cannot contact a ground agency for a correlation check, an aircraft in radio contact with the E-3 can be used for a correlation check by comparing its reported TACAN position against its radar/IFF data. The E-3 TACAN position cannot be used to correlate sensors since its depicted position is based on INS data, not sensor data.

6.7.1.3. (Added) The MCC can waive sensor correlation in order to assume on-station. However, the E-3 cannot function as a control facility until a successful correlation check is accomplished.

6.7.1.4. (Added) Abbreviated radar checkouts are authorized for time-critical situations only. Accomplish this check in the intended radar mode of operation and include a data quality check of sensor returns inside the azimuths and ranges of the applicable AORs/weapons working areas and an estimation of the Pulse Doppler and BTH maximum range. Accomplish a complete radar checkout at the earliest possible time.

6.7.2. (Added) Voice Tell Procedures. Voice tell will be conducted IAW paragraph 5.3.3.6 of this instruction and local directives for that theater of operations.

6.7.3. (Added) WD-Directed Refueling. Unless briefed otherwise, all WD-directed E-3 refueling will occur on the primary rendezvous frequency. The pilot, navigator, and WD will coordinate the following during mission planning: airspace, rendezvous timing, frequencies, and radio call procedures. The MCC will ensure appropriate crewmembers have the air refueling frequency in a direct access not later than 30 minutes prior to the ARCT.

6.7.4. (Added) Equipment Malfunctions. Assistance to airborne aircraft is available through SATCOM (primary) or a clear phone patch (secondary) to the ORC. Clear-voice phone patches are available through any USAF Global HF station. Only secure communications will be used to discuss equipment malfunctions or matters involving classified or OPSEC information. The USKAT 1105 is the keylist for secure communication with Fireside.

6.7.5. (Added) Communications/Operations Security. COMSEC/OPSEC is an essential element to missions flown by the 961 AACS because of their locations and sensitivity. UHF and HF secure voice will be used to the maximum extent possible. On missions where secure voice cannot be used, crewmembers must know and use proper authentication and encode/decode procedures.

6.7.6. (Added) Communications Procedures.

6.7.6.1. (Added) As soon as practical after takeoff, the CSO will pass information contained in the CSO Aircrew Aid to Fireside on 299.3 MHZ. At least 1 hour prior to landing, the CSO will pass maintenance codes and ETA to Fireside using secure communications. “Keystone” can be used as a backup to “Fireside,” but they are not secure capable.

6.7.6.2. (Added) PACAFI 10-702, Volume 1, governs the operation of the WESTPAC Air Defense Crosstell/Liaison net. During all transits to/from a working area in the 5 AF region, the CSO will check in on the WESTPAC Crosstell net and maintain a continuous listening watch with the 5 AF Air Defense Liaison Element, call sign “Plughat”, on frequency 7615 MHZ or 10900 MHZ until contact is established with a command and control agency. When in transit to/from a working area in the 7 AF region, the CSO will monitor the WESTPAC Air Defense Crosstell/Liaison net until contact is established with a command and control agency. The USAF Global HF station, Yokota, has a direct line to “Plughat” if contact cannot be established on 7615 MHZ or 10900 MHZ.

6.8. (Added) Duty Crew Operating Procedures.

6.8.1. (Added) Typical composition for duty crew is as follows: AC, CP, NAV, FE, CSO, CT, MCC, SD, 4 WDs, ASO, SST, 4 ASTs, CDMT, and an ART. Qualified ACS may fill either or both CSO and CT positions.

6.8.2. (Added) Normal Duty Crew. Used when there is not a need for increased readiness. Duty crew employment and procedures are defined as follows:

6.8.2.1. (Added) No SCUBA diving allowed.

6.8.2.2. (Added) Must remain on island.

6.8.2.3. (Added) If not in their quarters for an extended period of time, individuals must call the ORC recording, 634-8439 (634-VIEW), every 4 hours, listen for posture changes, and comply with all directions. Individuals can also contact the AC, MCC, or section head (ASO/SD) and give them the number of where you will be (e.g., I'm going to the Risner Gym. The number is 634-xxxx).

6.8.3. (Added) Lean Forward Duty Crew. Used during exercises, anticipated or on-going contingencies, periods of increased readiness, and whenever there are typhoons in the system.

6.8.3.1. (Added) No SCUBA diving allowed.

6.8.3.2. (Added) Must remain within 1 hour of Kadena Air Base.

6.8.3.3. (Added) Consumption of alcohol is prohibited to ensure crewmembers are at their highest state of readiness.

6.8.3.4. (Added) If not in their quarters for an extended period of time, individuals must call the ORC recording, 634-8439 (634-VIEW), once every hour, listen for posture changes, and comply with all directions. Individuals can also contact the AC, MCC, or section head (ASO/SD) IAW paragraph 6.8.2.3.

6.9. (Added) Use of Portable Electronic Devices Onboard the E-3. IAW AFI 11-202, Volume 3, paragraph 2.5.1.

Attachment 1 (Added)
PRE–MISSION BRIEFING GUIDE

(BRIEF ONLY APPLICABLE ITEMS)

(PILOT AND MCC)

Roll Call.

Introduce Distinguished Visitors/Passengers.

Mission.

Mission Number.

Aircraft Tail Number.

Flight/Mission Callsign.

AC.

Mission Crew Commander.

Intelligence Brief.

Mission Timing.

Crew Rest.

Show Time.

Brief Time.

Start Engines.

Takeoff.

On-Station.

ARCT.

Off-Station.

Landing.

Crew Duty Day Ends

Weather Forecast.

Takeoff.

Refueling Track.

Orbit Area.

Recovery.

Alternate.

Aircrew Requirements.

Clothing.

Current FCIF.

Current Safety.

Current ORF.

Current MORF.

Regulations/T.O.s/Flight Publications.

Flight Orders/Pax Manifest/Recall Roster/Lunches.

Objectives.

Mission Overview.

Weapons Activity.

Surveillance Activity.

Other Tasking.

Training Objectives.

MCC Coordination Brief Time and Location.

Summary Brief Time.

Attachment 2 (Added)

MISSION PLANNING SUMMARY BRIEFING

(PILOT AND MCC)

Seating Assignments.

General Items.

DV/PAX Intro Brief.

Roll Call.

Total # on Board.

Weather Forecast (If changed).

Mission Timing.

Crew Rest.

Show Time.

Brief Time.

Start Engines.

Takeoff.

ARCT.

On-Station.

Off-Station.

Land.

Crew Duty Day Ends

Route Brief.

Route (Restricted Areas, High Terrain, Emergency Fields).

Route/Flight Level.

Air Refueling (Area/Block Altitude/Timing/Offload).

Orbit.

Return Routing (Flight Level/Timing).

Transition Time.

Alternate Airfields.

Mission Systems Status.

Airframe Status.

Communications.

Computer.

Radar/IFF.

Mission Briefings.

Objectives.

Activity Timing Flow.

Weapons Activity.

Objectives.

Aircraft (Base, Number, Type)

Airspace.

Ground Agency (Callsign/Location).

Requirements (Communications/Consoles).

Surveillance Activity.

Objectives.

Ground Agency (Callsign/Location).

Area of Responsibility.

TADIL-A/JTIDS.

Voice Tell.

Requirements (Communications/Consoles).

Mission Crew Emergency Duties.

IAW T.O.

Bottle Refill Team.

Runner.

Simulated Emergency Drill.

Other.

Air Refueling.

AWACS Monitor (Standard/Expanded Parameters).

T-9 Responsibilities.

Net 1: HVAA, Air-to-Air Indications.

Net 2: Threat to Aircraft Under Control.

Net 3: Other Indications.

Latest Departure.

For All Planned Activity.

For Meaningful Training.

ROE/Buffer Zone Brief (as applicable).

Threat of the Day.

Emergency Procedure of the Day.

OPSEC/COMSEC.

Attachment 3 (Added)

FLIGHT CREW SPECIALIZED BRIEFING

(PILOT CONDUCTS)

Mission Overview.

Profile.

Real-World Objectives.

Training Objectives.

Departure Airdrome Restrictions/Hazards.

Construction Hazards.

Taxi Restrictions.

Local Flying Restrictions.

Required Climb Gradient/Obstacle Data.

Aircraft De-Icing.

Use of Engine/Nacelle Anti-Ice.

Use of Weather Radar.

INS Alignment Procedures.

Full-Up, Split, IFA.

Takeoff Data Cross-Checked.

Condition.

CFL, Numbers.

Limiting Factors.

Takeoff Procedures.

Type of Takeoff.

Static-Crosswind Component < 20 Kts.

Rolling-Recommended for Gross Weights < 230,000 lbs.

Takeoff rated thrust-5 minute restriction.

Reduced thrust take off-no RSC; no wind shear suspected; no type I de-icing fluid used; falling precipitation is not moderate too heavy.

Aborted Takeoff.

Prior to V1, “REJECT” will be called for.

Rudder Boost Failure.

Fire.

Engine malfunction which will make the aircraft unsafe for flight.

Prior to V1, takeoff should be aborted for.

Nose Tire Failure.

Engine Unable to Reach Charted EPR.

Takeoff Warning Horn.

After V1, a short, descriptive statement of the malfunction should be made to pilot. Continue the takeoff, except when in the pilot's opinion, the failure makes the aircraft incapable of flight.

Other Takeoff Roll Considerations.

Minor Malfunctions Below 80-100 Kts.

Unreliable Airspeed Indications.

Fuel Icing Lights Illuminated.

Loss of All Generators.

Enroute Procedures.

Route of Flight.

Emergency Airfields.

Equal Time Points.

Fuel Considerations.

Bingo Fuel/Time.

Missed A/R Plan.

Position Reporting Procedures

(Coord. w/CSO/ACS).

Air Refueling Procedures.

Navigator Brief.

Type Rendezvous.

A/R Track.

ARCT.

EMCON Procedures.

Fuel Onload.

Rendezvous Altitude.

Refueling Altitude.

Tanker Callsign(s), Unit/Location, T/O Time.

Communication Plan (Pri, Sec, A/A TACAN).

Time on A/R Track.

Planned Turn Range and Offset.

Alternate Methods.

Tanker/E-3 Directed Rendezvous.

Overrun Considerations.

Pilot Brief.

Emergency Procedures (Not All Problems Require Breakaway).

Breakaway Procedures.

Radio Procedures.

ADS Panel Configuration (Coord. w/ CSO/ACS).

Who Talks When.

Post A/R Procedures.

Separation of Aircraft Responsibilities.

End A/R Request.

Additional Considerations.

Use of Weather Radar in Negative Tilt to Aide Tanker Weather Avoidance.

Cell Formation Procedures/Visibility Criteria.

Mission Orbit Procedures.

Area (ALTRV).

Altitude.

Type.

Navigational Legs.

Bingo.

Off-Island Fuel/Time.

On-Island Fuel/Time.

IFF Procedures (IAW ITO/ACCR 55-43).

Threats (Briefed at Summary).

Recover/Transition Procedures.

Airdrome Restrictions/Procedures.

FLIPs.

IFR Supplement.

AP/1, AP/3.

Foreign Clearance Guide.

Taxi/Construction Restrictions (Base Ops).

Parking Location (Base Ops).

Approach Procedures.

Weather Considerations.

Use of Engine/Nacelle Anti-Ice.

Use of Weather Radar.

Low Visibility Procedures.

Flight Deck Position Responsibilities.

Transition Procedures.

Simulated Emergency Procedures.

Touch and Go Procedures.

Attachment 4 (Added)

MCC COORDINATION BRIEFING

(BRIEF ONLY APPLICABLE ITEMS)
ATTENDEES: SD/ASO/CSO/CT/CDMT/ART/NAV

Computer.

Map, Grid.

Maintenance Status

Radar.

Maintenance Status

Communications Requirements.

Configuration for Takeoff/Landing.

Configuration for Air Refueling/Type of Tanker.

Phone Patches.

COMSEC Requirements.

Review of Comm Plan.

Frequency Change Procedures.

SATCOM.

TADIL-C.

TADIL-A UHF/HF.

Have Quick/TOD/ATOD.

High Power.

Secure Requirements.

Authenticators.

E-3 Orbit Considerations

Type/Lobe Points/Radius/Altitude.

RADAR/Radio Limitations/LOS.

Threat Axis/Type of Threats/Terrain Masking.

Retrograde Plan/Threat Range.

System E/M Predicted Coverage.

Orbit Adjustment Requirements.

Collectors/Tactical Deception.

Other: Weather/Winds/Air Routes/Restricted Areas/Clutter Notch Headings.

AWACS Monitor.

Monitor Parameters.

Schedule/Plan During Emergencies.

Timing.

E-3 A/R.

Anchor, Freq, Altitude, Tanker C/S.

WD Directed/Assist Assigned WD.

SD Briefing.

Mission Flow.

Working Areas/Timing.

Number, Type Aircraft, Type Missions.

Air Refueling.

Airspace.

Practice/Active DCA Scrambles (Korea).

Exercise Spins.

Control Status ARU/MRU/Both.

Sensor Requirements IFF/Radar/Both.

Back-up Control Agency ATC/E3/Navy.

Radios/Communication Requirements.

Computer/Scope Requirements.

Takeoff Time Required for Meaningful Training Activity.

Command and Control Authority.

KTACS, Local, Other Areas.

T-9 EEIs/Integration.

SAR Procedures.

Surveillance/Weapons Tracking Plan.

SD Miscellaneous.

SD Backup.

Pax Briefer.

ROE/Buffer Zone Briefer.

Weapons Pubs and Kits.

Contingency Operations.

Lessons Learned.

ASO Brief.

Sensor Plan.

Normal/Fast Wake-up/Ops NLT_____.

FFT Display/EA: Spectrum Analyzer.

PDA/Testing/Reconfiguration Overrides.

ESS/System M/PTC.

Sectors/Modes.

IFF Interlace.

Tracking Plan.

Peace Time AOI/AOR.

Red Air Tracking.

Identification Plan.

ID Authority.

ID Matrix.

T-9/External Intelligence Integration.

Data Link and Voice Tell Plan.

Players and Duties.

RJ and USN Interoperability.

Voice Tell Players, Callsigns, and Freqs.

EA/EP Plan.

Lessons Learned.

Multiple E-3 Handover.

Station Changeover.

Dual E-3 Missions Procedures.

Attachment 5 (Added)

WEAPONS SPECIALIZED BRIEFING

Mission Overview/Tasking.

Objectives.

Administrative Requirements.

Mission Flow.

Takeoff Time

On Station Time

Review Flow Sheet

E-3 Refueling Time

Off Station Time

Land Time

Review Comm Sheet.

Database Assignments.

Environment.

Sensor Setup – Radar/IFF (A B G).

Orbit Location/Timing.

Airspaces.

Altitude Limitations.

Entry/Exit (ATC Coord).

Link Operations (Symbology - Tracking).

Equipment Setup and Use.

Console Setup.

ADS Panel Setup.

Execution.

Weapons Team Coordination.

Net 2 Comm.

Messages & Arrows Use

Radio Checkouts.

ROE/ID Criteria. Define: Bogey, Bandit, Hostile.

Presence of Enemy

Spades, Paints, Outlaw, Echo

Location of SAM Sites.

Aircraft Control.

Aircraft Check-In.

Tanker Control Procedures.

Fighter Control Procedures.

CAP/Detect.

Commit.

Targeting.

Merged.

Post Merge.

Strike Control Procedures.

Package Getting Tapped

Millertime Coordination

LFE Requirements/Considerations.

WDs Answer By Position (OCA, Strike, etc).

Coordination Required Between Positions.

Team Control Considerations.

Internal Comm. Responsibilities.

Tracking Responsibilities.

Scale Expansion.

Threat Calls Parrot Policy.

Determine Package Commander

Determine TOT Window.

Contingency Operations.

Degraded Operations.

Lost Radios/Console.

Radar/IFF Only.

“Gadget Sick” v.s. “Gadget Bent”.

Mission Changes.

Flight Safety.

Stranger/Traversals.

Terminate/Knock-It-Off Criteria.

Controlled Aircraft Emergency or Bailout.

E-3 Emergency (Drill v.s. Actual).

Summary – ‘Keys To Success’.

Attachment 6 (Added)

SURVEILLANCE SPECIALIZED BRIEFING

Mission Overview.

Type Mission: Exercise - KTACS - Local.

Timing.

General Plan.

Training Requirements/Evals.

Tasking.

Objectives.

Mission/Exercise.

Surveillance Section.

Individual: On the Jet/Debrief.

Administrative.

Intel Logs.

Maps.

Lessons Learned.

Lunches.

Equipment Setup.

Seating Plan.

Console Setup: E-3 Corridor, Trouble Status.

Duties: Monitor, VT, Database, Breaks, Cleanup.

Link Plan: TA/JTIDS, Filters.

Voice Tell Plan.

Airspace.

AOR/AOI.

Orbit.

Weapons Airspaces.

Friendly Assets/Points/Tactics.

Threats.

SAMs.

Passive Collectors.

Electronic Attack.

Threat Range/Retrograde Plan.

Sensors.

Radar: Setup/Coverage/Limitations.

IFF.

ESS.

System M.

FFT Display/Spectrum Analyzer.

Sectors/LVD.

Tracking Plan.

Primary Section Responsibilities: Big Picture, Area Specific.

Criteria: Group Size, Symbology, Dropping, Reinitiating, Suspending, and Extrapolating.

TOI Criteria: Hard Copy Requirements.

No Duplicate/Diverging Tracks or Different ID Alerts.

Identification Plan.

ID Authority.

Pre-Planned IDs/Matrix/Reset.

Surv-Wpns Coordination for IDs/Fighter IDs.

Tools: TMC, AFS, ESS, Sys M, PTC Procedures, Comm.

Comm Plan.

Nets: Acknowledge/Parrot.

Messages/Free Text Messages/Arrows.

Radios: Change Procedures, Signal, Checks, Problems, Brief Contact, VHF Guard.

Callsigns.

Proper RT.

Degraded Ops/Contingencies.

Console/Comm Problems (MIJI).

EA: Passive Tracking (Big Picture), Hard Copy.

Links: Voice Tell Backup.

RADAR/IFF Only Approved.

EP: Runner/Duties, Bottle Team, Lights, Check In/Thumbs Up, and Monitor.

Lessons Learned.

Other.

WSAT/CW-70/Other Requirements.

Instructors: Effective/Requirements.

Crew Rest, Recall Roster, DNIF Procedures

Pubs, FCIF, Flight Gear.

Attachment 7 (Added)

SAME DAY MISSION PLANNING FOR P-SORTIES

Roll Call.

Requirements.

Seasonal Clothing.

FCIF.

Read Files.

Flight Orders/Recall Roster/Flight Lunches.

Currency Requirements.

Mission.

Mission Number.

Aircraft Commander.

Aircraft Tail Number/Parking Spot/Status.

Callsign.

Mission Timing.

Crew Rest.

Crew Report.

Pre-Mission Briefing.

Start Engines.

Takeoff.

ARCT.

Land.

Weather Forecast.

Takeoff.

Refueling Track.

Transition Base.

Recovery.

Alternate.

Ground Operations.

Airfield Status.

INS Alignment Procedures (Full-Up, Split, IFA).

Takeoff Data.

Takeoff Procedures.

Normal Procedures.

Emergency Procedures.

Departures.

SID/Radar Vectors.

High Terrain/Obstacles.

En Route.

Route.

Restricted Areas.

High Terrain.

Emergency Fields.

Bingo Fuel.

Air Refueling Procedures.

Pilot Briefs.

Fuel Considerations.

Emergency/Breakaway Procedures.

Navigator Briefs.

EMCON Procedures.

Rendezvous Procedures.

Heading Corrections.

Overrun.

Back up.

NAVAID Requirements.

Post Air Refueling Procedures.

Recovery/Transition Procedures.

Location (Restrictions).

Letdown Procedures.

STAR Review.

Obstacles, High Terrain.

Approach Review.

Airfield Diagram Review.

Touch and Go Procedures.

Seat Assignments (Training Flow).

Contingency Plans.

Alternate Mission Possibilities.

Missed Air Refueling.

Canceled Prior to Takeoff.

Canceled after Takeoff.

Tanker Delay.

No Off-Load.

Latest Departure.

Emergency Considerations.

Instructor/Evaluator Duties.

Primary Fire Fighters.

Emergency of the Day.

Special Interest Items.

Attachment 8 (Added)

P-SORTIE BRIEFING GUIDE

Roll Call.

Requirements.

Seasonal Clothing.

FCIF/Read Files.

Flight Orders/Recall Roster/Lunches, Water Coffee.

Currency Items.

Mission.

Mission Number.

Aircraft Commander.

Tail Number/Parking Spot/Status.

Callsign.

Mission Timing

Step Time.

Crew Report.

Start Engines.

Takeoff.

ARCT.

Land.

Weather Brief.

Airdrome Restrictions/Hazards.

Bird Watch Condition.

INS Alignment Procedures

Full Up, Split, In-flight Alignment.

Takeoff Procedures.

Normal Procedures.

Emergency Procedures.

Route Brief (Nav).

SID/Radar Departure.

High Terrain Obstacles.

Restricted Areas.

Emergency Fields.

Air Refueling Procedures.

Pilot Briefing:

Fuel Considerations.

Emergency/Breakaway Procedures.

Radio Setup.

Post Air Refueling Procedures.

Seating Plan/Batting Order.

Nav Briefing:

EMCON Procedures.

Rendezvous Procedures.

NAVAID Requirements.

Post Air Refueling Routing/Altitude.

Recovery/Transition Procedures.

Seating Plan/Batting Order.

STAR/Arrival Procedures.

Obstacles, High Terrain.

Approach Review.

Attachment 9 (Added)

STEP BRIEFING GUIDE

(PILOT CONDUCTS)

Briefing Classification.

Roll Call.

Time Hack.

Intelligence Briefing.

ROE/Buffer Zone (If Applicable).

Weather.

Mission Status.

Aircraft Maintenance Status.

Aircraft Parking Spot.

Mission Changes.

Seating.

Emergency Considerations.

Signals.

Egress Routes.

Smoking, Ear Protection, etc.

Midair Collision Avoidance.

E-3 Self-Defense Considerations (Changes, If Any).

Airdrome Threats.

Enroute Airborne and Ground Threats.

AOR Airborne and Ground Threats.

Operational Security.

Commander's Safety Policies.

Attachment 10 (Added)

POST FLIGHT DEBRIEFING GUIDE

(PILOT/MCC CONDUCTS)

Mission Objectives (Restate Goals and Assess Effectiveness).

Crew Coordination.

External Coordination.

Equipment Problems.

Software Problems.

Emergency Procedures.

Administrative Matters.

Lessons Learned/Recommendations.

Specialized Debriefings (as Required).

Attachment 11 (Added)

ALTERNATE LISTING

The following alternates are suitable for the E-3:

AIRFIELD	RUNWAY	LENGTH	LOCATION	INS COORD
Guam Intl	06/24	10,014	Guam	1329N 14448E
Andersen AFB	06/24	11,182	Guam	1335N 14456E
Futenma MCAS	06/24	9,000	Okinawa	2617N 12745E
Kunsan AB	18/36	9,000	Korea	3554N 12637E
Misawa AB	10/28	10,000	N. Japan	4042N 14122E
Naha Intl	18/36	9,840	Okinawa	2612N 12739E
Osan AB	09/27	9,000	Korea	3705N 12702E
Suwon AB	15/33	9,000	Korea	3714N 12700E
Taegu AB	13/31	9,039	Korea	3554N 12840E
Yokota AB	18/36	11,000	C. Japan	3545N 13921E
Atsugi NAS*	01/19	8,000	C. Japan	3527N 13927E
Iwakuni MCAS*	02/20	8,000	S. Japan	3409N 13214E

*NOTE: Asterisk airdromes will not be considered as missed AR or weather alternates until all other primary alternates have been considered due to hazards in and around the airdrome. Use of Iwakuni is further restricted to day operations only and should be used only when runway 02 is in use due to the nature of the terrain, the approach limitations, and noise abatement problems. Any alternate used must be coordinated with the SOF/SFS.

For rotator/mission sorties in the Hawaii area, prioritized alternates are:

AIRFIELD	RUNWAY	LENGTH	LOCATION	INS COORD
Hickam AFB	08/26	12,357	Oahu	2119N 15756W
Barbers Pt NAS	11/29	8,411	Oahu	2118N 15804W
Kaneohe MCAS	04/22	7,800	Oahu	2127N 15746W
Midway NAF	06/24	7,900	N. Pacific	2812N 17722W
Johnston Atoll	05/23	9,000	C. Pacific	1644N 16932W
Wake Island	10/28	9,859	C. Pacific	1917N 16638E
Hilo Intl. (General Lyman)	08/26	9,800	Hawaii	1943N 15503W

For rotator/mission sorties in the Alaska area, prioritized alternates are:

AIRFIELD	RUNWAY	LENGTH	LOCATION	INS COORD
Eielson AFB	13/31	14,514	Alaska	6440N 14706W
Anchorage Intl	06/24	10,897	Alaska	6111N 15000W
Fairbanks Intl	01/19	10,300	Alaska	6449N 14751W
McChord AFB	16/34	10,100	Washington	4708N 12229W

Attachment 12 (Added)

DIVERSION CARD

BASE	INIT ROUT	INIT MC	* DIST	* TIME	FL	FUEL REQR IAF**	DESC FUEL/ CLMB FUEL	ENRT FUEL	RUN-WAY LENGTH WIDTH HDG
Osan	A-586	041	690	1+39	330	44.4	5.6L	2.0/ 18.9	9,000 150 09/27
Yokota	G-581	041	875	2+05	330	50.1	5.8	2.0/ 24.3	11,000 200 18/36
Iwakuni	A-582	041	523	1+15	330	40.0	5.5	2.0/ 14.4	8,000 150 02/02
Andersen	R-584	134	1228	2+56	370	61.5	6.0	2.0/ 35.5	11,182 200 06/24
Misawa	A-582	041	1180	2+52	330	60.2	5.8	2.0/ 34.4	10,000 150 10/28

*Distance measured IAF to IAF - time based on 420 TAS - no wind.

**Fuel required at IAF allows for a penetration and one approach, then climb and arrive at alternate with 18,000.

Reminder: These are no wind time and fuel computations. Strong winds associated with the Pacific jet stream can cause large changes in time and fuel requirements.

Attachment 13 (Added)

PERSONAL PUBLICATION REQUIREMENTS

The following is a list of publications to be issued to each crewmember of the 961 AACS by crew position:

Flight Crew:

Pilot/Copilot.

(1) T.O. 1-1C-1
(2) T.O. 1-1C-1-27
(3) T.O. 1-1C-1-27CL-1
(4) T.O. 1E-3A-1
(5) T.O. 1E-3A-1CL-1
(6) T.O. 1E-3A-1-1
(7) AFI 11-2E3/TC-18, Vol. 3
(8) AFI 11-202, Vol. 3 with MAJCOM Sup
(9) AFM 11-217, Vol. 1
(10) Local Operating Procedures
(11) MQF
(12) Shogun In-Flight Guide, Vol. II and V
(13) Aircrew Aids
(14) 18 WGI 13-201 and 13-203

Navigator.

(1) T.O. 1-1C-1
(2) T.O. 1-1C-1-27
(4) T.O. 1E-3A-1
(5) T.O. 1E-3A-1CL-3
(6) AFI 11-202, Vol. 3 (Optional)
(7) AFI 11-2E3/TC-18, Vol. 3
(8) AFM 11-217, Vol. 1 (Optional)
(9) AFM 51-40
(11) MQF
(12) Shogun In-Flight Guide, Vol. II and V
(13) Aircrew Aids
(14) 18 Wing Inst. 13-201 (Optional)

Flight Engineer.

(1) T.O. 1C-1-27
(2) T.O. 1C-1-27CL-1
(3) T.O. 1E-3A-1
(4) T.O. 1E-3A-1CL-1
(5) T.O. 1E-3A-1-1
(6) AFI 11-2E3/TC-18, Vol. 3
(7) AFM 51-9
(8) Local Operating Procedures
(9) MQF
(10) Aircrew Aids

Mission Crew.

Mission Crew Commander

(1) T.O. 1E-3A-43-1-1CL-1
(2) AFI 11-2E3/TC-18, Vol. 3
(3) 552 ACWHB 55-1, Vol. I
(4) Shogun In-Flight Guide, Vol. II and V
(5) Local Operating Procedures
(6) MQF
(7) Aircrew Aids

Senior Director/Weapons Director.

(1) T.O. 1E-3A-43-1-1CL-1
(2) 552 ACWHB 55-1, Vol. II
(3) AFI 11-214, with MAJCOM Sup
(4) Shogun In-Flight Guide, Vol. II and V
(5) Local Operating Procedures
(6) MQF
(7) Aircrew Aids
(8) AFI 11-2E3/TC-18, Vol. 3 (SD only)

Air Surveillance Officer.

(1) T.O. 1E-3A-43-1-1CL-2
(2) 552 ACWHB 55-1, Vol. III
(3) AFI 11-2E3/TC-18, Vol. 3
(4) Local Operating Procedures
(5) MQF
(6) Aircrew Aids

Air Surveillance Technician (includes SST).

(1) T.O. 1E-3A-43-1-1CL-2
(2) 552 ACWHB 55-1, Vol. III
(3) Local Operating Procedures
(4) MQF
(5) Aircrew Aids

Communication System Operator/Airborne Communications Specialist.

(1) T.O. 1E-3A-43-1-1
(2) T.O. 1E-3A-43-1-1CL-6
(3) 552 ACWHB 55-1, Vol. IV
(4) Local Operating Procedures
(5) MQF
(6) Aircrew Aids

Communication Technician/Airborne Communications Specialist.

(1) T.O. 1E-3A-43-1-1
(2) T.O. 1E-3A-43-1-1CL-7
(3) Local Operating Procedures
(4) MQF
(5) Aircrew Aids

Computer Display Maintenance Technician/Airborne Mission Systems Specialist.

(1) T.O. 1E-3A-43-1-1
(2) T.O. 1E-3A-43-1-1CL-5
(3) 552 ACWHB 55-1, Vol. IV
(4) Local Operating Procedures
(5) MQF
(6) Aircrew Aids

Airborne Radar Technician/Airborne Mission Systems Specialist.

(1) T.O. 1E-3A-43-1-1
(2) T.O. 1E-3A-43-1-1CL-4
(3) 552 ACWHB 55-1, Vol. V
(4) Local Area Procedures
(5) MQF
(6) Aircrew Aids

Attachment 14 (Added)

MINIMUM REQUIRED PUBLICATIONS (IN-FLIGHT)

The following items comprise the minimum publications required to be carried each flight by aircrew members:

Flight Crew (see notes 1 and 2).

Pilot/Copilot.

(1) AFI 11-2E3/TC-18 Volume 3/Local Chap 6
(2) AFI 11-202, Volume 3 and MAJCOM Sups
(3) Abbreviated Checklist
(4) AFM 11-217

Navigator.

(1) Abbreviated Checklist
(2) Maps and Forms for Scheduled Mission
(3) DR Kit (Computer, Divider, and Plotters)

Flight Engineer.

(1) T.O. 1E-3A-1 (3) Checklist
(2) T.O. 1E-3A-1-1 (4) T.O. 1-1C-1-27

Communications Systems Operator/Airborne Communications Specialist.

(1) T.O. 1E-3A-43-1-1 (All flights flown without a CT)
(2) T.O. 1E-3A-43-1-1CL-6
(3) 552 ACWHB 55-1, Volume V

Mission Crew: Each crewmember will carry a copy of their issued abbreviated checklist. Each of the following crewmembers will ensure at least one copy of the following directives or procedures is carried on each mission. This requirement is in addition to the Mission Kit flight package requirements. (See Note 2).

T.O. 1E-3A-43-1-1 (U) (One copy required at ART, CT/ACS, and CDMT positions).

T.O. 1E-3A-43-1-3 (U) (Maintained in ASO Kit at ORC. Verified by ASO).

T.O. 1E-3A-43-1-1-1 (S) (Maintained in ASO Kit at ORC. Verified by ASO).

T.O. 1E-3A-43-1-1-3 (S) (Maintained in ASO Kit at ORC. Verified by ASO).

AFI 11-214 (Responsibility assigned to/by SD).

AFI 11-2E3/TC-18, Volume 3 (Responsibility assigned to/by MCC).

552 ACWHB 55-1, Volume I through Volume VIII (as required by position).

Other theater documents. (As assigned by MCC).

NOTES:

1. FLIP Publications. The AC will ensure two complete sets of appropriate FLIP Enroute Publications and three complete sets of appropriate FLIP Terminal Documents are carried on each flight.
2. Local Operating Procedures. When a unit mission is planned to operate in or out of another E-3 unit area of responsibility, the AC/MCC will ensure at least 1 copy of that unit's local operating procedures chapter is carried for the flight crew and mission crew (two total).

Attachment 15 (Added)

MINIMUM HDS REQUIREMENTS

STANDARD MISSION KIT		STANDARD DEPLOYMENT KIT
2	Program RMA	3
1	RADAR RMA	2
2	Recording RMA	3

Attachment 16 (Added)

FLIGHT CLOTHING/EQUIPMENT REQUIREMENTS

The following is a list of minimum flight clothing requirements as outlined in PACAFI 11-301,

18 WG Supplement 1.

E-3 crewmembers will wear or carry all required clothing items:

Mandatory on all 18 WG flights, year-round, regardless of temperature:

Flight Suit

Nomex Flight Gloves

Flight Boots (Approved Style IAW AFI 11-301)

Lightweight Nomex Flight Jacket

Between November 1st and the April 1st, temperatures at primary divert bases are between 32 and 50 degrees Fahrenheit. Therefore, add the following items:

Winter Weight Nomex Flight Jacket (replaces lightweight.)

Thermal Underwear (Aramid, Polypropylene, or Cotton)

Between November 1st and April 1st, the following additional items are required if temperatures at the destination base or primary divert base are between 0 and 32 degrees Fahrenheit:

Winter Flight Boots (Insulated)

Leather Gloves/Mittens with Wool Inserts (Nomex gloves will be worn in the aircraft.)

Crewmembers may add clothing anytime they feel it is warranted, but will not wear or carry less than required at the time of flight.

IAW 18 WGI 31-101, section 9, page 4, aircrew members will have line badges visible and secured at one point when in the vicinity of aircraft without engines running, or while on the flight line or maintenance building if applicable.

Crewmembers will wear reflective belts at all times during hours of darkness and reduced visibility. This includes transiting to and from the aircraft and the bus.

AFI 11-202, Volume 3, paragraph 2.6.4. states that all crewmembers will have an operational flashlight.

Crewmembers will not wear rings or ear rings in-flight, or while preflighting aircraft.

Attachment 17 (Added)

AC/MCC MISSION BRIEFING GUIDE

961 AACS MISSION SUMMARY

Mission#_____

Date:		Fuel	
Callsigns (Front/Back):		Off-Island Bingo Fuel:	
AC:		Off-Island Bingo Time:	
MCC:		On-Island Bingo Fuel:	
Tail #: / Status:	/	On-Island Bingo Time:	

Timing (Local)

Crew Rest:			
Show Time:		Orbit One	
Brief Time:		Type:	
Bus Time:		Area:	
Starting Engines:		Altitude:	
TakeOff:		ALTRV#:	
ON Station:		Valid Times:	
ARCT1:			
ARCT2:		Orbit Two	
OFF Station		Type:	
Transition Duty Day:		Area:	
Land:		Altitude:	
Duration:		ALTRV#:	
Crew Duty Ends:		Valid Times:	
Crew Rest Next Day:			

Departure Weather:
Enroute Weather:
Orbit Weather:

Recovery Weather:
Alternate 1:
Alternate 2:

Air Refueling One Two

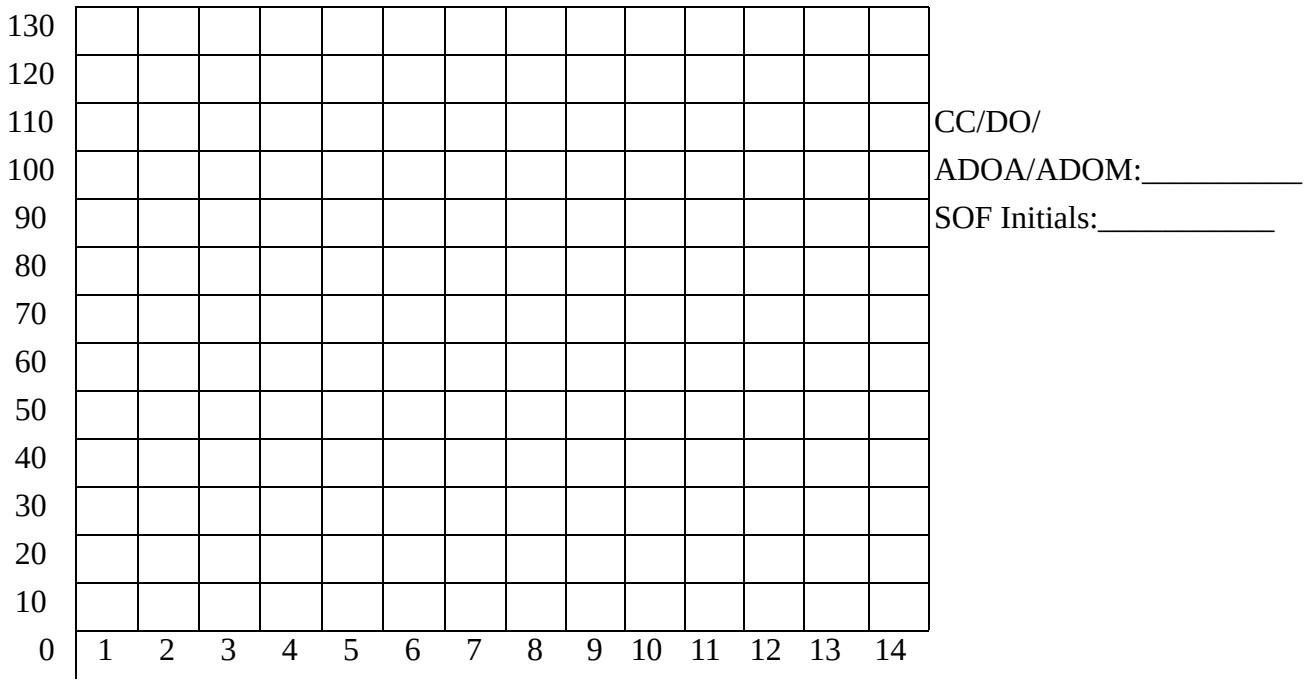
Tanker Call Sign:		
ARCT/Emcon:	/	/
Track:		
A/R Altitude:		
ALTRV #:		
Valid Times:		
On Load:		
Pri Freq:		
Sec Freq:		
Boom Freq:		
A/A Tacan:		
Endurance Increase:		
Checkrides/Evals:		
Students/Upgrade:		
Pax:		

Weapons Timeline:

Aircraft Type # Event(X v X) Squadron Controlled Ftr POC Ftr Phone # Airspace

Surveillance Timeline:

Fuel Curve



Attachment 18 (Added)

OPERATIONS RISK MANAGEMENT WORKSHEET

961AACS Operation Risk Management (ORM) Worksheet Instructions: The purpose of the 961AACS ORM form is to determine risk associated with a mission thus allowing planners/supervision the opportunity to lower risks before the mission departs. AC/MCC should complete Section 1 and supervision should initial in bottom right corner while taking the mission brief. When complete attach this form to the record copy of the flight orders

Mission #:	AC:		Date:				
I. Pre Mission:							
ITEM	**LOW**	**PTS**	**MODERATE**	**PTS**	**HIGH**	**PTS**	**PTS**
Flight Crew Experience							
Aircraft Commander	>2000 hrs>500 E-3	0	<1000 hrs in E-3	5	<500 hrs in E-3	10	
Pilot	500-1000 hrs E-3	0	200-500 hrs in E-3	5	<200 hrs in E-3	10	
Navigator	>2000 hrs>500 E-3	0	<1000 hrs in E-3	5	<500 hrs in E-3	10	
Flight Engineer	>2000 hrs>500 E-3	0	<1000 hrs in E-3	5	<500 in E-3	10	
MCC Experience	Experienced	0	Inexperienced	5			
SD Experience	Experienced	0	Inexperienced	5			
ASO Experience	Experienced	0	Inexperienced	5			
AC Currency/last 30 days	>20 hrs	0	20-10 hrs	5	None	10	
CP Currency/last 30 days	>20 hrs	0	20-10 hrs	5	None	10	
Flight Crew Instructors	2 or More	0	One	5	None	10	
Msn Crew Instructors	5 or More	0	1 to 4	5	None	10	
Hard Crew (last 5 flts)	Yes	0	>50%	5	<50%	10	
Experience at location	51-100% Crew	0	1-50% Crew	5	None	10	
Arrival <1 week	No	0	Yes	5			
Ops Tempo	1 flight/week	0	3 flights/week	5	4+ flights/week	10	
Crew Rest	Well Rested (24 hrs)	0	Min Rest (12 hrs)	5	3 Days Minimum Rest	10	

Crew Duty Period	Less than 12 hours	0	12 -15 hours	5	More than 15 hours	10	
Show Time (local)	0700-1200	0	0500-0659/ 1201-2000	5	2001-0459	10	
					Total Part 1		
II Mission Factors							
Mission Changes Since Show Time	None	0	Minor	5	Major	10	
Aircraft Degraded Systems	FMC	0	PMC	5	Waiver Required	10	
Mission Degraded Systems	FMC	0	PMC	5	Waiver Required	10	
Delays Anticipated	None	0	Up to 4 hours	5	More than 4 Hours	10	
Ops Stop	No	0			Yes	10	
Hostile Border	No	0			Yes	10	
Joint Operations	No	0	Yes	5		10	
Mission Complexity	Simple	0	Somewhat	5	Very	10	
Air Refueling Factors	EMCOM 1-2 Day Sortie	0	EMCOM 3 or Night or Cell	5	EMCOM 4 or Night and Cell	10	
Number of Air Refueling	One	0	Two	5	Three	10	
					Total Part 2		
III Environmental Factors							
Departure Weather	>5000/5 No TSTMs, icing, or turbulence	0	<5000/5->1500/3 light icing & turbulence ISO TSTMs	5	IMC, Mod, Turbulence, icing or few TSTMs	10	
Enroute Weather	>5000/5 No TSTMs, icing, or turbulence	0	<5000/5->1500/3 light icing & turbulence ISO TSTMs	5	IMC, Mod, Turbulence, icing or few TSTMs	10	
Arrival Weather	>5000/5 No TSTMs, icing, or turbulence	0	<5000/5->1500/3 light icing & turbulence ISO TSTMs	5	IMC, Mod, Turbulence, icing or few TSTMs	10	
Day/Night	Day mission	0	Night takeoff or landing	5	Night mission	10	
Bird Condition	LOW	0	MODERATE	5	SEVERE	10	

Airfield Status/ Construction	>9000, no ramp construction	0	7000-9000, minor construction	5	= 7000, construction requiring aircrew scrutiny	10	
Any other crew or mission factors deemed appropriate by crew. (up to 10 for each factor) See back page:							
					Total Part 3		
Approval	Signature	Risk	Score				
Aircraft Commander		Low	<120		***Grand Total***		
DO		Med	121-140				
SFS		Hig n	140-199				
Commander		Sev	200		Reviewing Official (Office Symbol and initials)		

JAMES B. SMITH, Brigadier General, USAF
Commander, 18th Wing